Southwest Region Newsletter

Volume III Issue I

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2005 is turning out to be a great year for Southwest Region. We went to Phoenix for the Arizona CI. The Arizona Wing received an Excellent Rating and the Command section received an Outstanding Rating. This is the result of a complete turn around in the wing since Col. Varljen became the Wing Commander. The Wing continues to improve and to become more efficient in carrying out the mission of Civil air Patrol. We will be going to their SAR/EVAL in April and expect to see continued improvement.

We went to Washington DC for the Winter National Board meeting. On the way we were able to attend the wedding of the Arkansas Wing Vice Commander, Joe Jensen's wedding in Eureka Springs, Arkansas. One of the very important things to come out of the National Board meeting is that we will be getting Wing Administrative Officers for all Wings. This will come from appropriated funds from Congress and will be a great help in keeping all of the Wings in compliance with Regulations and especially financial accounting. We had four cadets at the Cadet Leadership Academy. On March 21 C/Col Kaycee Gilbert, the Southwest Region CAC leader had her 21st birthday. We look forward to Kaycee being a senior member and continuing as a great leader in Civil Air Patrol. One thing I did not like about this National Board Meeting is the fact that it was the last National Board meeting that I will have the great privilege of having Ltc Blake Fentress, USAF sitting with our Region. Blake has been a wonderful leader and advisor for all of us.

We will be going to Lafayette Louisiana the 1st of April for the Louisiana Wing Conference. We are looking forward to the Conference as Col Ammons and the Louisiana Wing always put a great conference together. Col Jakusz and Joan will be attending the Region Cadet Competition the same weekend. The Region staff meeting will be on the 9th of April and we will decide on the location of the 2006 Region Conference at that time. The following week we will be going to Arizona for their SAR/EVAL and then the next week to Tulsa Oklahoma for the Oklahoma Wing Conference and change of command. The following week we will be going to New Mexico for their CI. We look forward to that with the expectation that New Mexico will do great in the inspection.

May 6-8 we will be going to the Texas Wing Conference at Corpus Christi and will leave May 12 for Cincinatti, Ohio for the NEC meeting. So far, things seem to slow down a little in June after we get back from the Arizona Wing Conference 3-5 June.

Our people from Texas and New Mexico are participating in Roving Sand working out of El Paso. It is a two week exercise working on Homeland Security. Ltc Lou Thomas and Col Eric Schollmann are serving as Incident Commanders for the exercise. Winds have been a problem but everything is going well and our people are performing in an exemplary manner.

Col Hap Parker, one of the two Region Vice Commanders has a very serious illness. It's name is Shy-Drager Syndrome. It is very debilitating. If anyone has any information or contact with anyone who has had any experience with this disease please contact Col Parker at hparker@vei.net. He would appreciate any information you might have. He has been having problems for quite some time and finally got a proper diagnosis last week. I am asking for your prayers for Hal and Joyce who is by his side and totally supporting him.

On the way to Washington DC we had a wonderful experience. We were on I-70 and got into a snow storm. There was an accident which had traffic backed up about two miles. As we were creeping forward we came upon an off ramp and got off thinking we would go on a parallel highway past the accident and then back on the interstate. We went through a small town and about four miles out of the town we had a blow out on the right rear tire. Fortunately, the snow coming down made it possible to keep the tire in the snow until we got back to the town and kept the tire from catching on fire. With the oxygen equipment in the van that could have been a real disaster. We stopped at a grocery store and they gave us the phone to call a shop they knew of. The people from the shop came over and suggested that we drive the two blocks to their place to fix the tire. They did not have equipment to put on a new rim and tire so they put the small spare on the tire. While in the office waiting I noticed a sign for a singing at the local church which happened to be the same church Connie and I attend at home. Turned out that the owner of the shop is the Pastor of the local church so we immediately had allot in common. His neighbor was in the shop having coffee and offered to lead us to the next little town to a tire shop with proper equipment to solve our problem. When we got to the shop he told the owner he better take good care of us or he would be bace and they would have trouble. They did take good care of us and with a new tire and a new rim, we got back on the interstate. By this time the snow storm was much worse and it was so bad that I could not see very far ahead. I got off the interstate at the next off ramp, went into a truck stop and found out that I-70 was closed ahead so we got a room and watched the snow for a few more hours. I have no doubt that God was taking care of us. The delay that the blow out caused and having to get the tire kept us from being half way down the mountain when it was closed. That could have been fatal, especially for someone who seldom drives in snow.

I thank all of you for all that you do. Let's continue to make Southwest Region the best Region in Civil Air Patrol. You all make it happen every day by your dedication.

God Bless

Tom

Arizona Request Help with Balloon Fest 2005

I would like to make a request for personnel to assist with the 2005 Albuquerque International Balloon Fiesta, which will take place from 30 September to 9 October 2005 in Albuquerque, New Mexico.

Most of you probably already are familiar with the scale of this event. It is the single largest ballooning event in the world, and also the single most photographed event in the world. It has an attendance of over 1 million people in the 10 day run, and several hundred media representatives also attend from around the US and around the world.

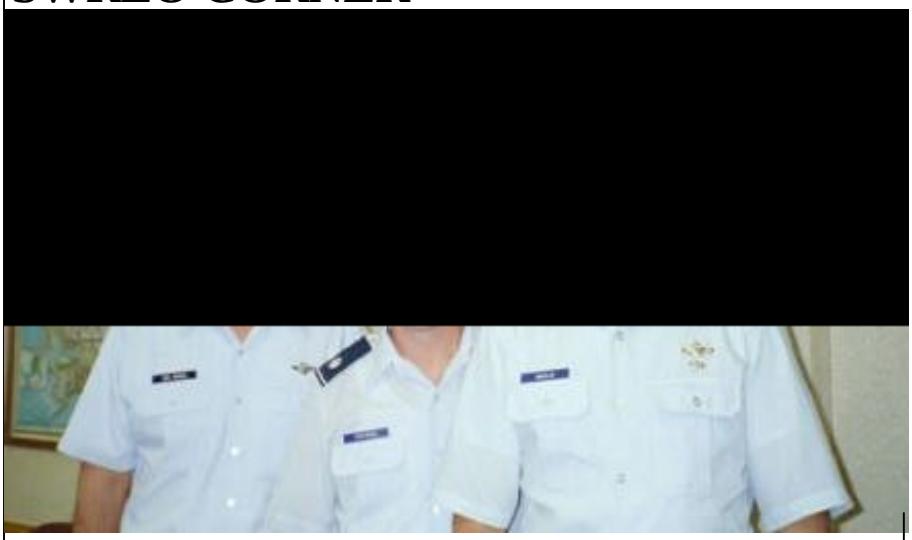
As the pilot of the Arizona Wing CAP balloon, we are planning to attend this event if the CAP balloon is accepted this year. I can always use some crew (about 8 to 10 people per day.) If it is NOT accepted, we will still go and crew for others. They are ALWAYS in need of extra help for many of the other balloons that attend, as many come from all around the US and many other countries. Many of the special shapes can never get enough people. I thought it would be really great if CAP could make a really strong showing this year. This could be a real opportunity to demonstrate what CAP is capable of and how GREAT our cadets are!

In addition to the hot air balloons that fly daily, there are always a group of about 20 helium gas balloons who need people to help fill their sand bags and assist with inflations. Since helium balloons were used extensively in both the Civil war and in WW1 for observation platforms, and by the Japanese to bomb the US in WW2 (only a few ever made it, and I don't think more than 1 ever went off!) gas ballooning is also an important part of American Aviation History. Ballooning itself has been around since 1783, and is the oldest form of manned flight, predating the Wright Brothers by almost 120 years. There is some really good and interesting information in the beginning of the CAP text Aerospace The Journey of Flight about the early use of balloons and how it has helped modern aviation history.

I am hoping to be able to organize some other events that we can do during the fiesta when we are not crewing, that are relevant to the CAP mission. Those details are still being considered, and I am of course open to all suggestions. I am also working out where we can stay, and am hoping the base will welcome us.

I need to know from all of you, how many people might be able to come and are interested in coming. I realize it's a long way away right now, but it's better to plan WAY ahead. If you could please pass this through your personnel, and take a preliminary count in the next few weeks that would be of great help. I want to have at least SOME idea before I talk to Fiesta to pose the question officially. (Cont'd on page 4)

SWRLO CORNER



Maj Victor Del Moral, Lt Col Blake Fentress, and Lt Col Joe Maclin pause a moment from there busy schedule. "What a Team!"

Those of you that have not visited our humble office on NAS JRB Fort Worth in the past few months, may be surprised with the changes we have made to the place. Actually, we have not made any physical changes to the place at all but young and vibrant new faces have replaced some of the old friendly faces we had around the office.

As you all know after 30 years of proud service to the Air Force, Lt Col Joe Macklin retired last December. Luckily for the Air Force and Civil Air Patrol the wealth of knowledge and expertise that Lt Col Macklin posses was not wasted at all as he took the job of State Director of the Montana Wing in February. Our loss is a huge gain for the Montana Wing. They are getting a first class State Director with a great understanding of what Civil Air Patrol is all about. With his great personality he will have no problem in gaining the respect and admiration of the Montana Wing members. If you would like to drop Lt Col Macklin a line, or chat with him, he can be reached at :

joseph.macklin@malstrom.af.mil or at 406-731-3907.

To fill the void left by Lt Col Macklin we found an individual that is willing to work as hard as him, and have many of the same aviation skills. In fact, he was a former student of Lt Col Macklin at pilot training. We found our new Director of Operations (DO) at Altus AFB, Oklahoma, where he was a Flight Commander/Examiner Pilot in the C-5 Combat Crew Training School. We are happy to announce the SWLR newest DO is Major Don Hensley, C-5 pilot extraordinaire!

A native of Arkansas, Maj Hensley, started his career as a machine gunner/ truck driver in the Army. After coming to his senses he decided to join the Air Force to start a flying career. His Air Force career started at Yokota AFB, Japan, where he flew C-9s all over the Pacific theater. After that hardship tour, Maj Hensley decided to be a bus/truck driver again, so he switched airframes and became a C-5 pilot. In the C-5 he has done almost everything there is to do in the aircraft as a pilot. He is an expert in C-5's special operations tactics, an instructor pilot and flight examiner. His expertise has been recognized twice as Pilot of The Year at Dover AFB and Instructor Pilot of The Year at Altus AFB. With those credentials there is no doubt that Maj Hensley can do the job.

Maj Hensley is married and has two sons. He lists as his hobbies; bodybuilding, eating fine food, drinking pina coladas and walking in the rain. Welcome aboard Maj. Hensley!

Of course that is not the only change taking place in our office. The moving vans are coming back once again to take the personal belongings of Lt Col Blake Fentress to his new retirement job. That is right, after 27 years of proud service to the Air Force Lt Col Fentress will retire and tackle his most challenging job ever; high school teacher.

In June, Lt Col Fentress, will retire and take over as the Director of Aerospace Studies, Air Force Junior ROTC (AFJROTC), John H. Guyer High School in Denton, Texas. He will personally be responsible for setting up the AFJROTC program in Denton's newest high school. Talk about hard work and pressure! With Lt Col Fentress' enthusiasm and magnetic personality, Guyer High School will soon have one of the nation's best AFJROTC programs in the country. Best of luck on your new endeavor Lt Col Fentress!

The person selected to be the next commander of the SWLR is a person that we know very little about right now, but according to Lt Col Fentress, he is the right man for the job. Lt Col Jim Lasche comes to us from the Tanker Airlift Control Center at Scott AFB in Illinois. He is a C-130 pilot by trade and according to Mary, our Administrative Assistant, he is "a very good-looking young man". Lt Col Fentress predicts a smooth transition once Lt Col Lasche takes over as commander. We are looking forward in getting to know and working with Lt Col Lasche once he gets on-station in June.

For the rest of the "not ready for prime time players" in the office we do not expect to see any moves for at least a year. Once the moving vans are out the way please stop by the office, building 1525 NAS JRB Fort Worth, and meet the new members of the team. They will be glad to entertain visitors and share some of their war stories with you.

Finally, from all of us at the SWLR we want wish all of you a very happy and wonderful Easter.

Civil Air Patrol Announces Partnership With Intergraph

WASHINGTON, D.C. – Civil Air Patrol announced today that Intergraph Corporation has become its newest corporate partner.

Intergraph is a leading global provider of Spatial Information Management (SIM). Civil Air Patrol, the nonprofit civilian auxiliary of the U.S. Air Force, made the announcement at its Winter National Board Meeting in Washington, D.C.

Intergraph committed a $50,000 cash donation to help fund CAP cadet programs in 2005. In a separate initiative, Intergraph also has offered to develop an aircraft and ground team tracking prototype that would be field tested by CAP. Plans for this initiative are still being developed.

Intergraph's cash donation will help fund CAP's prestigious National Cadet Competition to be held July 6-12 in Washington, D.C., as well as CAP's cadet orientation flight program. CAP orientation flights are, for many young people, their first experience flying.

As a CAP Corporate Partner, Intergraph receives the right to use the CAP name and corporate partner mark in the company's advertising, marketing and promotional programs.

"Intergraph's support for CAP represents a true partnership," said Maj. Gen. Dwight Wheless, CAP national commander. "Countless young people will benefit from Intergraph's financial support for our cadet program. Countless others can benefit from Intergraph's willingness to provide their technical expertise in developing an aircraft and ground team tracking system to help us perform our missions more effectively."

CAP performs search and rescue, disaster relief and homeland security missions throughout the nation.

According to Wheless, the aircraft and ground team tracking prototype under discussion is based on Intergraph's IntelliWhere(R) technology, which was most recently used to track security resources during the 2005 Presidential Inauguration and 2004 Republican National Convention in New York City.

"This prototype would give CAP commanders the ability to track the location and activity of their mobile resources," said Al Allenback, CAP National Headquarters executive director. "It would also allow them to assign work based on the nearest available resources, and quickly deliver mission-critical information to CAP emergency services personnel."

CAP and Intergraph are now determining what features in such a system will be most useful for the CAP mission environment and how best to field test the system.

"Intergraph is proud to support Civil Air Patrol and their mission to keep America's skies safe," said Tom Young, vice president at Intergraph Corporation.

Civil Air Patrol is a non-profit organization with some 60,000 members nationwide. CAP performs 95% of continental U.S. inland search and rescue missions as tasked by the Air Force Rescue Coordination Center and is credited with saving an average of 100 lives each year. CAP volunteers also perform homeland security, disaster relief and counterdrug missions at the request of federal, state and local agencies. Members take a leading role in aerospace education and serve as mentors to the almost 25,000 young people currently participating in CAP cadet programs. CAP has been performing missions for America for more than 60 years.

Intergraph Corporation is the leading global provider of Spatial Information Management (SIM). Governments and businesses in more than 100 countries around the world use Intergraph technology in their operational systems. Intergraph stock trades on the NASDAQ under the symbol INGR.

On the Web: Civil Air Patrol at www.cap.gov <http://www.cap.gov/> ; Intergraph at www.intergraph.com <http://www.intergraph.com/>

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Civil Air Patrol

...performing missions for America

Visit us on the Web at www.cap.gov.

Barnstorming: Heroism Comes In Many Forms

I'm going to keep this missive short and sweet...Most folks equate the word "hero" with some feat of death-defying act and/or risky behavior. I don't. While it comes in many forms, Heroism (as I see it), comes to pass when someone puts the welfare of others before their own... even when risk is not part of the equation. It staggers me how many times such heroism appears among us -- especially among we flyers.

A recent case in point... for nearly two weeks, people who knew a fallen pilot well, and those who never met him, worked in concert to rescue/find him. As ANN has reported, they poured their hearts and souls into this search. Tragically; the joy of a rescue was denied them, and the Air Force has now reluctantly called off the search for retired Muskogee, OK, physician Jack Nolen. Dr. Nolen disappeared, January 14th, somewhere in the Midwest, while flying his Kitfox Lite2. As ANN reported on Friday, the Oklahoma Wing of the Civil Air Patrol has scoured thousands of square miles between Paris, TX, where the aircraft was last seen, and Shawnee, OK, hoping to find some sign of the 72-year old physician. Gone...but never forgotten.

Somewhere, someday, some poor soul will stumble across this aviator's hidden location and finally start a course of action that will take him home to his loved ones and his final resting place. A mystery will be over, and the manypeople who hoped to save his life will shake their heads, think (or pray) about it a bit, and make ready for the next time they are called upon to search for a lost flyer.

Much has been written about the Civil Air Patrol and all those who help in trying to rescue fallen pilots, but this most recent search brought home the emotional investment these folks take on when they leave the comforts of their homes in the attempt to rescue people they've never met. Such selflessness is rare... but not among CAP and the many law enforcement and civilian assets that are put into action when a plane goes down.

If ever my wings let me down, I hope that those who come to look for me have half the passion and integrity we've seen, in bits and pieces, among those who went looking for Doctor Nolen. Their work was blessed. Their spirit was indefatigable... heroes all. Let me say what Doctor Nolen could not... thank you. You did your best.

And from the very bottom of my heart... I thank you, as well.

Jim Campbell, Aero-News Network, Editor-In-Chief

FMI: www.cap.gov

Submitted by Colonel Virginia Keller, Oklahoma Wing Commander

It is one of the most beautiful compensations of this life that no man can sincerely try to help another without helping himself.

— Ralph Waldo Emerson

Cessna 182 Skylane

GLASS COCKPIT CESSNA AIRCRAFT

Oklahoma and Arkansas wings have been awarded to receive the first two new glass cockpit Cessna 182 aircraft. One pilot from each of the Oklahoma and Arkansas wings will be attending a week long training session in Independence, Kansas in March before receiving the aircraft. More are aircraft are scheduled at later dates and will be awarded accordingly..

JIM WARNEKE

STV, SWR

The G1000 System

"The G1000 system offers an additional level of safety, reliability and affordability .— qualities that Cessna pilots have come to expect from their aircraft — making it a natural fit on Cessna's single-engine piston aircraft," said Gary Kelley, Garmin's director of marketing. Garmin has replaced the analog gauges and mechanical instruments with the G1000's all-digital, large format LCDs and integrated avionics.

The G1000 integrates all primary flight, navigation, communication, engine, and sensor data on the dual 10-inch, XGA-resolution (1,024x768-pixel) displays. The physical architecture of the G1000 system lends itself to easy installation and service. The integrated design of the avionics is also expandable, making it possible to add new technologies and capabilities, as they become available. Further, the system offers outstanding situational awareness for flight management, aircraft control, traffic, terrain and weather.

GLASS COCKPIT CESSNA AIRCRAFTOLATHE, Kan./Oct. 6, 2003/PR Newswire.